

Attachment 7: Project Caps

In order to prevent committing a significant portion of the programming to an operator in any one year, the following annual funding ceilings for projects are established:

Revenue vehicle replacement projects cannot exceed \$20 million for buses or \$30 million for rail car or ferry vessel replacement and rehabilitation projects, in the aggregate for both Section 5307 and Section 5309 FG programs.

Fixed guideway replacement and rehabilitation projects in the aggregate cannot exceed the amounts specified for each fixed guideway operator in the table below.

Fixed Guideway Caps

FG Operator	Project Category	Fixed Guideway Cap
ACE ¹	All Eligible FG Categories	1,460,000
BART	All Eligible FG Categories	41,520,000
Caltrain	All Eligible FG Categories	13,270,000
GGBHTD	All Eligible FG Categories	5,660,000
SFMTA	All Eligible FG Categories	36,280,000
Vallejo	All Eligible FG Categories	3,680,000
VTa	All Eligible FG Categories	9,450,000
WETA (for Alameda Ferries)	All Eligible FG Categories	3,680,000

- 1) Amount for ACE limited to Bay Area eligibility in SFO and Concord UA or 52.85% of regional total.
- 2) Programming for WETA will be made contingent on adoption of the transition plan for assumption of responsibility for the Alameda and Vallejo ferry services required by SB 976.

The cap amount may be programmed to any projects that are eligible for FTA Section 5309 FG funding and that fall into one of the following categories:

- Track/Guideway Replacement/Rehabilitation
- Traction Power Delivery
- Train Control/Signaling
- Dredging
- Ferry Fixed Guideway Connectors
- Ferry Major Component Replacement
- Ferry Propulsion Replacement
- Cable Car Infrastructure
- Wayside Fare Collection Equipment

Programming for all projects that fall within these categories must be within the operator's cap amount.

Other replacement projects cannot exceed \$7.5 million.

Expansion or enhancement projects cannot exceed \$3.75 million.

Exceptions to these annual funding ceilings will be considered by MTC and the TFWG on a case-by-case basis after evaluating programming requested through the call for projects, and the region's estimated fiscal resources. For large rehabilitation programs, MTC may conduct negotiations with the appropriate sponsor to discuss financing options and programming commitments.